### BUSINESS NOTICES.

FURS OF ALL NATIONS .- Stimulated by the great demand that now exists in European cities for this elegant, useful and indispensable article of ladies' costnine, as also by the enormous expense that has bitherto attended the precise of fire when the bit has been as for the precise of the process.

elegant, esetul and indispensable article of ladies' costnine, as also by the enormous expense that has hitherto att. unded the purchase of line Furs in this country, the proprietor has been induced to enter largely into this branch of business, with a determination to maintain the repeatation his establishment holds as the first in this city for Fashion, Elegance and Economy; and having purchased to a great extent during the past summer at the Hudson's Bay, Russian and other Fur Sales, he can offer advantages in this department not to be found at any other store in the country.

FRICES OF FURS.

Imperial Russian Sable, the set complete, including Muff, Cuffs and Tippet, from the set of the set Cuffs and Tippet, from.

German Sable, the set complete, including Muff,
Cuffs and Tippet, from.

Russian Mink, the set complete, including Muff,
Cuffs and Tippet, from.

Baum Martin, the set complete, including Muff,
Cuffs and Tippet, from.

American Mink, the set complete, including
Muff, Cuffs and Tippet, from.

French Ermine, the set complete, including
Muff, Cuffs and Tippet, from.

Russian Silver Squirrel, the set complete, including Muff, Cuffs and Tippet, from.

American Sumirel, the set complete, including
Muff, Cuffs and Tippet, from. 25 to 16 to fi to 10 to American Scattrel, the set complete, including Moff, Cuffs and Tippet, from.

Mountain Martin, the set complete, including Moff, Cuffs and Tippet, from.

African Lyun, the set complete, including Moff, Cuffs and Tippet, from.

London instruct Lyun, the set complete, including Moff, Cuffs and Tippet, trom.

London instruct Lyun, the set complete, including Moff, Cuffs and Tippet, from.

Cuffs and Tippet, from.

Natural Gebet, the set complete, including Muff, Cuffs and Tippet, from. 25 to 55 13 to 24 18 to 35 Cuffs and Tippet, from.

Silver Badger, the set complete, including Muff.

Cuffs and Tippet from.

A single article, such as a Muff, Cuffs, Tippet, Victorine or Bos, at a proportionate rate.

Furs sittred, cleaned or repaired, under the superintendBurs sittred, cleaned or repaired, under the superintendence of a practical French furrier.

Cico. Bulpin,

Paris Mantilla, Cloak, Fur and Shawl Emporium.

Paris Mantilla, Cloak, Fur and Shawl Emporium.

KNOX .- A hat is a hat, but a Knox hat is ANOX.—A first is a first, but a Knox fact is more than abat-it is an ornament, a protection, a distinctive mark of the thorough gentleman. Our republic is full of hats of all sorts—cocked, military, white, black, beaver, silk and felt, but no tile can come within a stone's throw of that Jupiter Olympus of Hatdom, a Knox. Knox is all style of hats are the most fashionable articles of the season, and are worn by everybody who considers his personal appearance. Go and farmish yourself with ones it can't prove otherwise them a blessing to you. Such is the decision of the wise men of Gotlam. KNOX. No. 128 Falton-st,

FURS AT THE BAZAAR.-As was anticipated, TURS AT THE BAZAAR.—As was anticipated, the ladies flock in crowds to Genin's Bazaar for the purpose of examining the magnificent collection of furs at that establishment. The superb Ermine, Sable, Stone Marten, Fitch and Chinchilla Mudie, Victorines, Tippets and Cufferse schings of prices hitherto unheard of for Fars of equal beauty and finences. Large additions have been made to the assortment within the last few days, and it may be safely said that the various Furs recomized by taste and inchion, were never so brilliantly represented in New York as too new are at GENIN's BAZAAR, No. 513 Broadway, St. Ninkolas Hotel.

FURS-RICH VELVET CLOAKS TRIMMED WITH FURS.—BICH VELIVET CLOARS I RIBBALL WITH CROSSES TRESS.—GOVE & FRANKLIN respectfully invite the attention of Ladies to inspect a beautiful collection of rich Velvet Cloaks, trimmed with the most costly Furs, including Russian Sable, Hudson Bay Sable, Buenos Ayres Cincelnila, Royal Ermine, Russian Mink, and the silvery plumage of the Grobe, from the Lake of Geneva. Ladies are most carnestly requested to view those very beautiful Cloaks proparatory to their supplying themselves for the season Cook & Franklin, Furiters and Skin Imputers, No. 649 Broodway. Fur siltered to the present fashion, exchanged, and freed from moth.

Union Hall, corner of Fulton and Nasmasts, is one of the most splendid Clothing Warshouses in New York to procure ready-made Clothing. In point of elegance of thate in the selection of patterns, F. L. Rosens has no superior, and his Goods are made up in the rarest tyle of workmanship, equaled only by the economical rates at which his patrons may procure them. If you desire elegant, comfortable and durable Garments for winter you must not fail to call at Union Hall, corner Fulton and Nas-

GENIN'S FALL FASHIONS .- The sovereign people have said, and scaled the saying by countless purchase, that Genin's Fall Hat is sheed of any last he has heretofar manufactured, in everything except price. That remain stationary at Four Dollars, while the article is enhanced in GENIN, No. 214 Broadway, opposite St. Pan's.

Superion Furs .- Ladies, if you want to select from a large assertment of Furs, got up in a superior style, and comprising every modern shape, go to Young's premium Fur establishment, No. 52 Howery. His Stone Martins, Minks, Fitches, &c. &c. are really handsome. His Sontag, or Bertha Boas, are really beautiful.

PREPARE FOR COLD WEATHER .- Although PREPARE FOR COLD WEATHER.—Although November is a Fall mouth, it generally brings with it a "nipping and an eager are," that renders warm clothing naccessity for the health as well as desirable for comfort. In anticipation of the chill, raw blasts which will soon provail, we see that W. T. JENNINGS & Co. are already displaying as almost boundless variety of rendy-made Overcoats, Overcoack, Cleak, &c., of the styles which are to be "the range" during the emissing winter. The apparel farmished, either ready-made or to order, by the firm of W. T. JENNINGS & Co., of this city, has been considered, ever since we were a youth, as the bears dead or cleagance. Their store may be said to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and the firm of W. T. JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and to be "the glass of fashion;" and a JENNINGS Coat, and the beautiful to be the state of the styles when they execute an order, perfection may be expected without tear of disappointment. W. T. JENNINGS & Co., No. 231 Brondway, American Hotel.

SEASONABLE CLOTHING.-It can only be necessary to infinite to Citizens and Straugers, who are it went of Fall Clothing, that their wants can be unevered by calling at the Clothing Establishment of H. I. Fostra, No. 27 Courthand excet, where every article in the Clothing and Outsiting department can be precared on the most favorable terms.

There is no human form between the ekeleton thanness of Calvin Edson, and the obesity of Damel Lambert, that GREEN, No. 1. Astor House, cannot measure with mathematical accuracy, and with absolute terrainty. His shirts are perfect to shape and needlework.

SOFT WHITE HANDS ARE DESIRABLE.-Ladies using India-Rubber Oloves for coal fires and all household work, are sure of whate bands. Chapped hands or salt rheum immediately cured by their use. Sold at HITCS-COCK & LEADBEATER'S, No. 317 Broadways, BERLIAN'S, No. 601 do.; Rice & SMITH'S, 727 do.; and by all Rubber

PARIS CLOAKS AND MANTILLAS FOR NOVEM-PER.—The subscriber has just received and will have ready for inspection. This Day, twe-live cases containing eight hundred surprisingly beautiful garments, modelled by the most celebrated Parisian artist, in Velvet, Ladnes Cloaks, Satin, Cashrieres, &c., all of which he ofters on the most moderate terms.

Goo, Buletin, No. 381 Broadway, Paris Cloaks and Mantilla Emporium.

The Germans have produced some very excellent remedies for various diseases. Among which may be specified Dr. Hoofland's celebrated Bittern, for sale by C.M. Jackson, and mad with remarkable success in live complaint, jaundice, dyspepsia, nervous debility, and a general derangement of the stomach. The Sanday Despatch says of this medicine.

"We feel convinced that in the use of the Garnan Butters the patient does not become debilitions." "We feel convinced that in the use of the German Brites the patient does not become debilitated, but constantly gains strength and vigor to the france—a fact worthy of great consideration. The Bitters are pleasant in taste and in sureli, and can be administered under any circumstances, to the most deheate stounce. Indeed they can be used by all persons with the most periest safety. It would be well for those who are much affected in the nervous system to commence with one teaspoonful or less, and gradually increase. We speak from experience, and are, of course, a proper judge. The press, far and wast, have natted in recommending the German Bitters, and to the affected we most conducting the German Bitters, and to the affected we most conducting the German Bitters, and to the affected we most conducting the sea in New York by A. B. & D. Sands, corner Fulton and William-sta; C. Rong, corner Broadway and John sta, and by Mrs. Hays, in Brooklyn.

Preserve your health and enjoy realcomfort by wearing the soft, clastic, and durable scocking-knit Under-Garments, offered by Ray & Adams, importers and manufacturers of Hosiery and Under-Garments, No. 58t Broadway, opposite the Metropolitan Hotel.

FRENCH GRACE, ELEGANCE AND DURABILITY. AND NEW York PRICES.—The award of a needs to Cay-TRELL, of No. 130 Bowers, for the best initiation of French Sippers, is an evidence of his ability to compete with the French mainfacturers, and if the ladies, will call and ex-amine his assortment they will confess that though his prices are very low, the quality of his articles cannot be surpassed either at home or abroad.

MILLEFORT'S FRENCH SLIPPERS.—French Shippers imported expressly from Paris, marvels of symptems, gase and elegance, can be purchased at Smirit's, No. 78 Bleeckerses, three doors were of Broadway, Ladies who prefer a truly Parisins atticle at a low price, please call and examine his assortment.

PETERSON & HUNTHREYS, No. 379 Broadway, comer of White-et., are receiving daily, from Europe and the Auction Rooms, an unusually large and elegant stock of Carpetings, surpressing in brilhance of colors, richness of design and fluish, anything ever offered in his market. Many patterns exclusively our own and not to be found elsewhere. Also the renowned World's Pair Carpet, in one entire piece, to which we call public attention.

GOURAUD'S Liquid Hair Dye is, without exception, the very best ever invented. Equally celebrated is GOURAUD'S Medicated Soap for curing pimples, frackles, sait theum, flesh worms, tetter, sailowness, tan, roughness, chaps, classes, cracks, &c. Fourier Subtile suproots hair from any part of the body. Liquid Vegetable Rouge, Lily White and Hair Restorative, at 67 Walker-st., near Broadway.

Such caustic materials as lime and lithere form the basis of most Hair Dyes. Not so CRISTADE-RO'S Liquid Hair Dye, whenever it has been tried immixed ad-miration has been accorded to its results. It is the only Dye in the world that changes the hue of the lair without injur-ing the fibre, and thus imparts a tint entirely matural. Ap-plied, (in private rooms,) and sold at Catstaddro's, No. 6 Aster House.

A CARD .- C. W. SANDERS & Co. take this nethod of mying to their friends and customers, and to the public generally, that their entire stock of Dry Goods must be sold immediately to settle up the affairs of the firm. order to do this the goods will be sold at greater bargains than ever before offered in this city. The opportunity to purchase rich Silks, Velvets, Merinoes, Shawls, Cloths, &c., never been equalled in this city. Late BARKER'S, No

Gas.—Gas is one of the great improvements of the age, but those new style Gasaliers and gas fixtures of superior workmassisp are found at the great manufacturing depot of ARCHER WARNER & CO. NO. 378 Broadway. In brightness and beauty of color they surpass gas itself.

HAIR DYE AND WIGS .- BATCHELOR'S Man ufactory for these articles is celebrated in all parts of the world; persons wishing a light, elegant and durable Wig or Toupee can surely be suited. His Hair Dye is applied, is sure guarantee) or sold, wholessel and retail, at No. 4 Wall-ett. Copy the address—beware of imitations.

MEDICAL TESTIMONY CANNOT BE CONTRO-MEDICAL TESTIMONY CANNOT BE CONTROVENTER.—One of the most startling cases is narrated of Dr.
MLANE'S vermifage by Dr. John Butler, of Lowell, Trainbuil County, Ohio. The case was that of a young lady who
had been very sick for eight years, and had consulted a number of physicians, who had treated it as one of Prolapsus
Ucer. Br. Butler was then called in, and for a long time
beheved, with his predecessors, that it was a case of Prolapsus. He was, however, soon forced to the conclusion
that his patient was suffering from worms, and after much
personator prevailed upon her to take two doses of Dr. M.
LANE'S Vermifage. This medicine had the effect of removing from her a countless number of the largest size. After
she passed them her health immediately returned. She is
since insurried, and continues to enjoy excellent health.
For sale in New York, wholesale and retail, by C. V.
Chickener & Co., No. 3! Harday-st., and Boyd & Paul, No.
40 Couritandet-st. Sold also by all the principal druggists.

Fow Leas & Wells, Phrenologists and Publishers, Chaton Hall, No. 131 Nassanst., New York, and No. 14. Washington st., Boston

NEW-YORK CRYSTAL PALACE .-- Electrotypes of a correct and beautiful wood engraving, executed in a picturesque style, entable for magazine pages, size three by floor inches, for sale by A. H. Jocktys, No. 64 Johnst. Frice 83. Impressions of the same may be had gratis

STERLING GOLD.-In 1850 and 1851, the Da STERLING GOLD.—In 1850 and 1851, the Data currectypes of Root were placed in competition in the Fair, with the rame exhibitors as this year, and in both instances he received the highest premium. This year his regular pictures were ruled out by the law of the Institute, which says no man shall have the Gold Medal twice in succession; but, for all that, his splendid crayons did receive the prize medal. Cloudy weather all the sume as fair for taking this new style of picture. Process patented. Root's Gallery. No.553 Broadway.

BRADY, baving received the gold medal from the American Institute, and also other prize medals for years in excession, embracing the prize medal awarded in London at the World's Fair, deems it unnecessary to expand on the superbody of pictures, but invites public attention to the superbody durivated collection of Daguer-rectypes exhibited at his gallery, No. 205 Broadway, corner of Futunett.

· PREMIUM DAGUERREOTYPES.—Those splendid Degreerrotypes that received the Gold Medal at the late Fair of the American Institute, can be seen at GURNEY'S new and splendid Daguerroian Gallery, No. 339 Broadway, with a lost of other celebrities. Also, some beautiful specmens of the Stereoccopes.

THE WONDERS OF DR. WATTS'S NERVOUS ANTIDOTE.—All persons who have taken it affirm that the instant the electro-magnetism reaches the nervous fluids of the brain, all pain instantly seases; the disease from that moment quits the body, and health and strength gradually takes its place. Dejet, No. 162 Nassaust.

NEW CLASSES FOR LADIES .- The Wednesday NEW CLASSES FOR LADIES.—The Wednesday afternoon Classes for Ladies and Children having become a large. I have determined to form a new Class, which will meet on Thursday afternoon, at 3½ o'clack, for Ladies an Children. Gentlemen's Classes.—Monday, Wednesday Thursday and Saturday evenings, which are arranged on new principle, calculated to facilitate the progress of the pupil. See published Circular, to be had at the Academy.

ALLEN DODWORTH, No. 206 Broadway.

Oft in the stilly night,

With the stilly night,
Ere slumber's chains have bound me,
The beddugs and the reaches have
In thousands come around me;
In vain Pd time, I could'at sleep,
The rock I seemed to he on,
Till I kill'd them all, both great and small,
With powder bought of Lyon, No. 424 Broadway.

To Housekeepers Everywhere .- What TO HOUSEKEEPPERS EVERTYWHERE.—WHAT THE PRESS SAY OF DURKEE'S BAKING POWDER.—We have much pleasure in calling the attention of our fair iousewife readers to the above article of domestic economy, the admirable properties of which have been tested by the best cooks and bakers of the present age. Good bread is as valuable in itself, and conduces so much to the comfort and pleasure of the table, that any preparation which obviates dyspeptic tendencies, usually resulting from the eating of home-onde bread, becomes a matter of the utmost consequence. When it is considered that bread is, more or less, the food of every human being, and particularly of the young, it becomes of the utmost consequence that the natural condency to southers, which is inferent in flour when kneaded, should be counteracted—power which this Towder possesses in an eminent degree. Principal office No. 139 Water-st. New York. [Montreel Commercial Advertiser, Oct. 20, 1332.

For sale by Druggists and Greeces throughout the country.

Empire," &c., &c., by the result of our late Elections. Says The American:

Elections. Says The American:

"The Protective policy is no worse off or the election of Pierce; not a particle. What progress has it made during the administration of Taylor and Filmorer. Not an inch! If Scott had succeeded, Congress in both breaches was sure to be against him and his policy, if he had say. Now that the What party is completely demolished and sannhilated, the Democrats will be more likely to examine the Tariff question fairly and canalidly, and to arrange the system upon just terms."

-Now we do not mean to say what the prospective President and Congress may or may not do with respect to the Tariff. We presume they will do whatever they deem calculated to strengthen their party, and we have no doubt that a revision of the Tariff whereby Specific should be generally substituted for Ad Valorem duties and wise Discriminations in favor of Home Manufactures substituted for the present discriminations against it, would greatly strengthened their party. For most of the Adopted Citizens, and especially the Irish. vote for what is labeled 'the Democratic party,' not becouse of its Free Trade attitude but in spite of it. They would support it far more heartily and enthusiastically if it stood on the old Democratic ground of Protection to Home Industry. But we do not know nor inquire whether the victorious leaders do or do not see this matter as we do.

The American thinks Gen. Scott's success could have effected nothing for Protection. We think differently. For the same tide which bore him into the White House would very probably have given us a Whig, or nearly Whig, Congress. And in case of eircumstances transpiring that should render some revision of the Tariff inevitable, the influence of the Administration with Congress must have been very considerable.

But when we declared the cause of Protection death-stricken, we intended and clearly explained that we referred to Protection enacted by Congress in obedience to the deliberate judg. ment and distinct requirement of the People That is the only kind we have ever labored foror can ever greatly value. Protection granted as a boon by grudging, equivocating rulers, has no charms in our eyes. We ardently desired that the People should unmistakably demand the systematic Protection of Home Industry as the corner-stone of a wise and benignant National Policy. This they certainly have not done. We still believe a large majority would vote for Protection if that question could be presented on its naked merits; but they have not done that in electing Pierce and King. Whatever they may severally think, the record' is decisive on this point.

We fought the late battle as well as we were able on grounds of Public Principle and Na-

accused by the Satanic Press and many of its co-workers of personally assailing General the kind, because we wished to have the contest turn on the Tariff and River and Harbor Improvements. The issue we labored to make, and which we still think the true one, was cuningly avoided by the great body of our adversaries. The Boston Pilot told the Catholics that Protection was right, but that it could not be promoted by voting for Scott against Pierce. The Pierce journals in Pennsylvania, Northern New-York, &c., talked the same way. A great many who believed in Protection but had been led to abhor the Whigs as Natives, Churchdown. Now let those to whom the People have confided power pursue such course as they think fit. We have nothing to say. But if we had any voice in the matter, we should manded of Congress by the People to far larger and intrinsically better rates conceded to the manufacturers by Congress, whether prempted by the President or not. We hope and labor for the coming of that day wherein the Policy of the Country will be dictated not by President or Congress but by the People, despising party names and party drill, and voting with reference to Measures alone. Will nearer by the election of Pierce?

### THE PIEBALD PARTY.

Never did a more heterogeneous comso-called Democratic party.

the cotton, and trading and importing interests: men of Mississippi, and the Disunionists of South Carolina: and along with these diverse classes thewhole of Silver Greyism, under whatever term or name it may be known in its various localities, and which may perhaps be better defined as the anti-progressive wing of the late Whig party. This large body of voters everywhere scandalously deserted the Whig ranks and went over to the enemy. So that, in fact, the vote for General Scott is not the vote of the Whig party, but the vote merely of the great core of that party, pared close on all terprise, if the Government will insure the comsides, and without any adventitious aid from any source whatever.

Convention.

. Tar and feathers!" was the descriptive appellation applied by Mr. Webster to the Whig ticket when the nomination of Scott and Graham was announced to him. But what ingenuity can supply a term which shall characterize this enormous sweltering heap of political mosaic work, which has thus been suddenly called into existence and now rears its leviathan proportions in our midst? How sublimely farcical to call such a heterogeneous pile, drawn together and built up from all quarters and all parties, the Democratic, or a Democratic party! The term may be useful to serve a purpose, but it is anything but truly descriptive. Without the aids of an external pressure, such an unorganized incongruous. gelatinous mass must soon go to pieces of its own shaking. It is a sort of political blane manger which, if left to its intrinsic cohesiveness, must speedily fall asunder. Let it go. Cheapness: 2. Safety; 3. Comfort. And these We do not propose to play the part of a mold to keep it in form.

# RAILWAY IMPROVEMENTS.

It is now scarcely a quarter of a century since Railways were first used for the transporgate length must be at least twenty-five thouextent really astonishing, when their immense cost and the rapidity of their execution is considered: we should, at a rough guess, estimate the extent of British investments in Railroads at not less than Five Hundred Millions of Dollars, and it may very considerably exceed that take a car in the Scotch Highlands and, with the single interruption of a two hours' watertransit from Dover to Calais, ride by rail soon Warsaw, St. Petersburgh, Moscow, bringing any capital of Europe within three or | South Carolina. four days' ride at farthest of any other.

And even this is but a beginning. The dense Double Tracks will obviate one of the most

the preservation of the British predominance as thirty thousand have hitherto been, and Pierce, we very carefully avoided anything of Power may safely disarm as Labor is more profitably employed and the Masses have more to lose by civil war and revolutionary convulsion. True, this effect will, to some extent, be counterbalanced by the diffusion of intelligence and the growing consciousness of their natural rights on the part of the people; but that the general construction of Railroads is calculated to rivet, for a season, the fetters of the British dependencies and increase their value to the (step) mother country, seems now inevitable. Ultimately, it will invite and develop Manufacturing in the Colonies, to the burners, &c. went against us, and we are prejudice of the British monopoly: for many arts which could not flourish in India, for example, while that vast empire is cut up into provinces and principalities having very little intercourse with each other, will be profitably far prefer a moderate increase of duties de- naturalized and developed when a population of Two Hundred Millions shall have been brought within the radius of cheap and rapid daily communication with Calcutta, and both their disposition and ability to purchase manufactured fabrics greatly augmented. And so, throughout the entire civilized and semicivilized world, the construction of Railroads, which will at first tend largely to increase the profits of the practical monopoly of producing any one pretend that this day has been brought - tasteful and elegant fabrics now enjoyed by the nations of Western Europe, will in the end powerfully contribute to its overthrow.

But it is in our own country that the Railway system is destined to attain its most perpound of discordant materials enter into fect and beneficent development. The Great the composition of any one thing in this Valley is adapted to the profitable construcworld than that which has just established the tion of Railroads to an extent which all Europe agency of Pierce & King as factors for the cannuot parallel. The extraordinary and almost uniform fertility of its soil, the geniality Not only have the rank and file of the sham of its climate, the richness of its mines of Coal, Democracy gone en masse for these gentlemen. Iron, Lead, and other useful minerals, combine but they have received pretty nearly the unani- with the general smoothness of its surface and mous suffrage of the "Foreign vote," the the abundance of timber on its streams to Native American vote, the drift of all sorts mark it as the future home of a vast and enerwhich always goes with the great current: getic Population, of a diversified, advancing, prosperous Industry. Over the wide area of the City and suburban aristocracy, the com- that Valley Railroads are already constructed mercial agents and the wealthy foreign and at a lower cost per mile than anywhere else home bankers, the discreet Conservatives of in the world, while their revenues, even in the South, and Wall and State-sts., and the flibus- present sparseness of Population and rude intiering taterdemalions of the grog shop and the fancy of Production, exceed in the average purlieus; the Northern Loco-Foco Free Soil- those of any other region in the world. Au l ers, Barnburners, and anti-Renters, the River the Railroads of the Mississippi Valley, already and Harbor Improvement Democracy of the stretching thousands and soon to be computed North-West and the Tariff Democracy of by tens of thousands of miles, will necessarily Pennsylvania and the Free Traders everywhere; secure liberal incomes to most if not all the the Compromise men, and the States Rights great East and West lines which connect that Valley with the seaboard, through the more sterile and rugged district interposed between them, while necessitating the construction of one or more lines westward to the Pacific.

A good double-track Railroad from the Mississippi to the Western Ocean is of paramount necessity, Political as well as Commercial, if we are to retain our connection with the States of the Pacific. Perhaps half the distance (onefourth at each end) will be constructed by voluntary associations of citizens as a business enpletion of the central thousand miles stretching easterly from the immediate western base In such manner has the popular vote for of the Sierra Nevada. This thousand miles Pierce and King been swollen to its vast pro- will probably cost Forty Millions of Dollars portions. Of such a motley, piebald crowd, is when fully equipped for service-an outlay the party composed which just now has suc- which bears no proportion, considering the ceeded in the name of Democracy. Rags and relative resources of the parties, to that of the velvet, pitch and perfumery, huge-paws and State of New-York in constructing the Erie white kids, the nabob in his carriage, and the Canal. With that Railroad completed, the shocless loafer on foot, have all crowded toge. passage from New-York to San Francisco might ther at the polls, each depositing his vote for be made inside of ten days, stopping eight hours

Railroad journey from Boston to Chicago. -And this brings us to the point originally meditated-that of improvement in Railroads and Passenger Cars. Already one-third of the People of the United States spend some part of each year on Railroads, and those who do so will very soon be a majority. There are still tens of thousands of settlers in the West who mean to visit their relatives and birth-places in the East when Railroads shall have come nearer their homes, or when the cost of travel thereon shall have been so reduced that they can afford it. It will be within the truth to estimate the increase of Railroad travel in the United States at twenty-five per cent, per annum for the next ten years.

But to render such traveling universal, there is needed improvement in the facilities and means of travel in the following respects: 1. are to be attained as follows :

I. Cheapness.-The actual cost of conveying passengers in comfortable, roomy, first-class cars averages something like a cent per mile. With the increase of travel through the growth of Population, Trade and Wealth, the gradual tation of passengers, and already their aggre- replacement of a slow-coach' generation by one of a more 'go-shead 'tendency, and the exsand miles, exceeding the circumference of the tension and connection of lines, we may fairly globe. Great Britain is ribbed with them to an presume that the usual prices of passage will range from one to two cents per mile according to the distance traversed, abundance of passengers, facility of construction, &c. Immigrants will be conveyed for about half the charge to first-class passengers. The further cheapening of Railroad travel is to be sought through sum. And the construction of Railroads is 1 The discovery and adoption of some cheaper evidently yet in its infancy. Already one may motive power than Steam-one requiring fewer stops to replenish its materials and imposing less extra burden on the train it impels: 2. Through the diminishing of friction in locomothrough London, Paris, Brussels, Berlin, Drestives and cars; and 3. Through the great inden. Vienna, to Trieste on the Adriatie; and crease of business on each road, diminishing the pressure of the original outlay on each train. A Prague, Geneva, Milan, Rome, Turin, Mar- Railroad carrying five thousand passengers and seilles, Madrid, Lisbon, &c., will be all knit to- one thousand tuns of freight daily, may easily gether by a web of Railroads, easily traversed afford to carry at half the prices necesat the rate of five hundred miles per day, and sarily charged by the Quebec and Halifax or the II. Safety .- The general construction of

populations, the fertile plains and valleys of common and formidable sources of Railroad Southern Asia, offer a fresh and most inviting disasters. The collision of trains meeting on field for Railroad enterprise, which they can the same track is and ever must be an appalhardly fail generously to reward. Three thou- ling concussion, and grows more and more casand miles of track laid in India will double lamitous as trains increase in size and speed the Commerce of that vast and populous em- is increased. The settling and general impire, increase the productiveness of its Induspire, increase the productiveness of its Indusprovement of Tracks, with the gradual removal of rocks likely to fall and banks threatmoval of rocks likely to fall and banks threatto employed in any manufacturing establishment more

Railroad casualties. But more is to be done through the improvement of Wheels, of Axles, Cars, Brakes, &c. For instance, Mr. John W. Richards of this City has recently patented an invention whereby the Engineer personally applies the brake to every car in his train by a mere motion of his foot, which brings steampower from his engine to bear upon each (by means of a connecting-rod running under the whole,) so that the moment an obstruction on the track, a train ahead, or any other cause of danger is seen, the whole power of the engine may be employed to break up the train. This invention dispenses entirely with brakemen. whom it is usually impossible that the engineer should apprise of the need of their services until the danger is past or the crash encountered. Mr. Richards's invention has other good points, but this is the only one we remember with sufficient distinctness to attempt a description.

Another invention (by a citizen of Rome, N. Y., whose name we do not now recollect,) seems worthy of attention. It consists of an elevated rail running along the center of the road and fitting into a groove in the bottom of each car. This would interfere with the 'cowcatcher' now in universal use, and we do not believe it will ever be generally adopted, but on sharp curves, viaducts, embankments, &c., we think it would contribute greatly to security from running off the track. And either this or a solid structure of the strongest masonwork on the sides of every embankment and viaduct ought forthwith to be provided. The time is not distant when men will marvel at the temerity evinced by engineers and passengers in the infancy of Railroads.

Mr. Thaddeus Seleck of our City proposes a remodeling of the Car to obviate disaster from Railroad collisions. He would build each Car

or Locomotive as follows: r Locomotive as follows:

The platforms of the Cars are so framed that each and makes an angle of about 45° with the sides or with the direction of the road, and the frame of the Locomove makes a similar angle. The acute angle is on the abt of the moving Car or Locomotive; in case, thereright of the moving Car or Locomotive; in case, there-fore, of the impact of two trains, each Locomotive will be thrown to the right of the direction in which it was traveling. The momentum of the following train, it is evident, will have the tendency to throw the Tender to the left, and the forward end of the Baggage Car to the right of the same direction. If the force of the colli-ion is very great, it is possible that the disturbance may extended to the Passenger Cars, but it would rarely hoppen that more than the Locomotive. Tender and extended to the Passenger Cars, but it would rarely seppen that more than the Locomotive, Tender and laggage Cars would be so seriously affected as to be hrown from the track. More usually the force of the blow would be expended on these bodies, stopping gradually the motion of the other portions of the train. We can imagine cases of collision where this

plan would but augment disaster by throwing one of the trains off a viaduct or down a precipitous track and thus doing more harm than would result from a direct and vehement collision. On the whole, however, we commend Mr. S.'s invention to the earnest regard of men interested in Railroads.

III. Comfort.-Great improvements have recently been made in respect to the comfort of Railway traveling, but there is ample room for more. It is absurd that one hundred thousand persons should be jolting and nodding endwise in cars every night when they might just as well be lying at full length in borths. There should be entirely different ears, or at least different car furniture, for night and day respectively. Almost every one would sleep a little in a berth on board a car, and even though he did not sleep, he would be rested by the change of posture. Getting into a car at midnight ought to convince any one that Railway traveling has not yet cut its eve-teeth.

Ventilation is one of the most pressing wants yet miserably satisfied in cars. He who is so unfashionable as to object to breathing the tainted exhalations of other men's lungs must maintain a resolute quarrel with the the lucky accidents of a National Democratic of every twenty-four for meals and sleep, and in great majority of his fellow passengers in a car, the enjoyment of all the comforts attainable in and often, alas! with the ladies. Yet fresh tendance at Washington as a Member of Conair is one of the few things we are willing to fight for rather than dispense with, and the consequences are often most unpleasant. We dislike strife; we are not partial to a northeaster or a north-wester; but, ladies! breathing is not a matter of choice with us; and on the only point where choice is practicable-fresh air or foul-we must stand up for our lungs even at the sacrifice of our politeness. This is a sore alternative, but what can we do?

There ought to be ample provision made for ventilation in the building of each car. It is absurd to expect forty or fifty human beings to breathe through a hole in the roof of a car not bigger than a stove-pipe, and generally choked or overlaid at that. A company should be indicted that would tolerate such a car. Whether the Ventilating contrivance known as Paine's is the right thing or not we do not decide, though it has seemed to us, on hasty examination, a great improvement on the abominations it seeks to supplant. But, gentlemen Directors! whatever may be the merits of this particular device, we charge you to give us Ventilation in your cars, and enough of it. There can be no difficulty in the premises, and opening a window is not the thing at all, especially in winter. Have your ventilation thorough, and entirely beyond the control of passengers-and let it be provided soon!

# A TEN-HOUR LAW.

What is a day's work ! How many hours per day or week must a man work faithfully to fulfill his contract to work for so much per month or day ?

These questions the Law should answer, but usually does not. It is high time it did. Usage' is a very slippery guide, and opens a door for misunderstanding and contention. Let the law say, if it is thought best, that in Agriculture and some other out-door vocations eleven hours in the four months commencing with May and only hine in the four commencing with November shall be the legal standard, with ten for the remaining months and for all in-door employments. We only ask that there be some legal definition of 'a day's work,' and that this shall be generally understood and respected. It is demanded to protect and define the rights of both Employed and Employers.

-The following is the present Ten-Hour law of New-Hampshire:

SEC. I. In all contracts for or relating to labor, ten hours of actual labor to be a day's work, unless otherwise agreed by the parties; and no person shall be required or holden to perform more than ten hours labor in any one day, except in pursuance of an express contract for a greater time.

ten consent of the parent or guardian of such minor first obtained. If any manufacturer or corporation, set the agent of any manufacturer or corporation, shall enploy easy such minor in violation of the provisions of this section, he or they shall be punished by a fine not exceeding one hundred dollars.

-That second section is shamefully timid and defective. The parent or guardian who will give a 'written consent' to the working of his child under fifteen years of age for more than ten hours per day, while the law declares that term as long as any human being ought to work, will thereby prove himself unfit to be a parent or guardian. The law should contrive for him something beside immunity from its own penalties.

The Binghamton Republican makes the following purgent suggestions:

"We are decidedly in favor of the proposed law.

The great difficulty is to get ten hours' honest work out
of any employe; and a law that will compel a man to
work ten hours aday we think will be a popular one
with all employers at least."

## A SLANDERER SILENCED.

The Evening Post recently indulged its propensities as follows:

"The spectacle of office-holders under Governor Hunt, breaking down the Constitution, and getting fra-dulent possession of nine millions of money, for the purpose of appropriating three millions to themselves and a narrow circle of political associates, alarmed the public. They did not know what still more mammads rand would be enacted upon the broader theater of ne

To which The Albany Evening Journal thus responded on Monday:

"While there was a pending political necessity for calumniating Gov. Hurt the Assaults of The Adas and Post were things of course. But in the reiteration of slanders after an election, there is gratuitous malignity. The habit of vituperation is too deeply rooted in them, it would seem, to be shaken off even after the occasion

it would seem, to be shaken off even after the occasion has passed.

It is as well known to Gov. Hunt's enemies as to his friends that he had no lot nor part in the Canal Letings. From that question he stood entirely aload; and every imputation to the contrary is wholly unfounded.

But, assuming that the Canal Contracts were as "fraudulent" and as "corrupt" as The Reming Post alleges, how does that print stand in relation to them; Canal Commissioner Follet was one of the responsible parties to, and makers of, those "fraudulent and corrupt Contracts." He approved and signed the Contracts. He was guilty of all that The Post falsely alleges against Gov. Hunt. With ut his sanction the "frau fullent Contracts" could not have been made. And yet The Evening He was guisty of all that The Fost raisety alleges against Gov. Hunt. With the same pen and ink which denounces the Contracts, urged the reflection of Commissioner Fellett! Yes, while assailing Gov. Hunt, who was in no manner connected with the Canal Lettings, The Past warmly supported Commissioner Follett, who came before the People recking with "fraud and corruption."

The Evening Post claims to be independent, just and honest. Without denying, we propose to test its pretensions to justice and honesty. We ask, if it believes the Canal Lettings to have been "fraudulent" and "corrupt," how it justifies its support of an office-holder who assisted "in breaking down the Constitution and getting fraudulent possession of nine millions of money?" If—we repeat the question—there was "fraud and corruption" in the Canal Contracts, why did The Post urge the reflection of one of the State officers thus implicated? Why, after prenouncing an access thus implicated? Why, after prenouncing an accision "fraudulent and corrupt," of The Post age the reflection of one of the State officers thus implicated? Why, after prenouncing an accision "fraudulent and corrupt," of The Post age the reflection of one of the State officers thus implicated? Why, after prenouncing an accision "fraudulent and corrupt," of The Post age the people to reflect the party guilty of that action to a people to reflect the party guilty of that action to a highly responsible State office? We await The Pools

The Post receives and endures this broadside in utter silence. Could it possibly do

AN EDUCATIONAL CONVENTION, looking to the blending of Military with Intellectual training, will be held at Hope Chapel in this City, commencing to-morrow, (11th inst.) All interested are requested to meet at the Astor House at noon, preparatory to proceeding to the Chapel. Military men are desired to appear in uniform. The movement has the approval of Gov. Seymour of Conn., Gov. Seymour elect of our State, and several military and civic notabilities. We do not feel much interest in Military discipline, but deeming any system of Education which includes Physical training superior to any which does not, we heartily approve and commend this enterprise. If not good in itself, it will pretty certainly lead to good.

MR. WEBSTER AND THE HARTFORD CON-VENTION .- A correspondent writes to ask us whether Mr. Webster was or was not a member of the famous Hartford Convention. We answer, Certainly not. Mr. Webster was in atgress at the time the Hartford Convention was in session. Mr. Webster was then a resident of his native New-Hampshire, which, though decidedly Federal in politics, declined to send Delegates to Hartford, though one or two appeared there as representatives of a particular portion of New-Hampshire. Whatever of good or evil there was in the Hartford Convention, Mr. Webster is in no wise responsible for.

DELEGATE FROM OREGON .- The Elyria Courier (Ohio) has been informed that Mr. E. M. BARNUM, who only left Ohio for Oregon eighteen months ago, has been chosen Delegate to Congress from that Territory. As we find no corroboration of this report in our advices from Oregon direct, we suspect there is some mistake about it. Has n't Mr. B. been chosen a Delegate from Oregon to the next Baltimore Convention, or something of that

CHEAPENING PAINTS .- There is a company advertising in our columns as 'The New-York Paint Company, having its office at 187 Readest., which professes to have discovered a mode of reducing the cost of Paints of all kinds from 25 to 40 per cent. This is effected by mixing some 50 to 100 per cent. of an inexpensive fluid with the Paint when ready for use, whereby the following results (it is claimed) are effected:

1. The improved or diluted Paint will cover a larger surface; pound for pound, than the oldfashioned Paint :

2. It will give at least as bright a color, and last quite as long if not longer;

3. It works easier than the old-fashioned Paint, and two coats of it are equal to three of

4. Oil-Cloths faced with the new Paint may be rolled and unrolled without danger of sticking or tearing, which is not the case with ordi-

nary paints. If these claims are well founded, the general adoption of the new Paint would insure an

immense saving of cost and labor. A patent has been issued to the inventor, and a company formed to commend his discovery to general adoption. It is of equal value where the body of the paint used is Lead or Zinc, and without regard to the color desired. The wires of the House Telegraph to

Boston, were broken down yesterday, at Washing Bridge, near Bridgeport, by a vessel. be repaired by 7 o'clock this morning.

The Eastern Telegraph line was down over the Kennebeck River at Bath, yesterday, P. M., and no communication could be had with Halifax. The tional Policy. Though falsely and constantly thousand soldiers will then be as efficient for entry to alide, will also do much to prevent than ten house the write than ten house the write than ten house the day, in any labor, without the write